

Hawaiian Gazette

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HONOLULU, HAWAII TERRITORY, TUESDAY, MARCH 30, 1915. SEMI-WEEKLY.

WHOLE NUMBER 4119

RECEIVED
APR 10 1915
HAWAIIAN ISLANDS

BEST CABLED SUGAR QUOTATIONS
Cents Dollars
66° Centrifugal N. Y. Per lb. Per ton
Price, Hawaiian basis 4.88 \$97.60
Last Previous Quota-
tion 4.89 \$97.80

SALVING FLEET DRAGS SUBMARINE TOWARDS HARBOR

GERMAN WASP SLAYS WOMEN AND BABIES ON SINKING SHIP

Submarine Opens Gun Fire On Small Boats, Killing Defenseless Passengers and Crew Struggling to Escape Vessel

WARNING GIVEN BUT TIME LIMIT IGNORED

Another Ship Torpedoed and Sixteen Killed After They Had Been Told They Might Leave But Before They Had Time

(Associated Press by Federal Wireless.)
LONDON, March 30.—Firing upon defenseless women and children in small boats, following the sinking of their steamer, the *Agula*, by a torpedo, a German submarine gained another victory in the Irish Sea yesterday. The *Agula* was en route from Maderia to Liverpool when she was attacked. The submarine opened fire upon her with its deck gun, killing some of the small boats before they could be launched and killing a woman passenger, the chief engineer and two members of the crew on the deck.

SMALL BOATS FIRED UPON
After the boats were lowered, the German fire was directed upon the boats, killing two other passengers. Trainers rescued a number after the boats had been sunk, but nineteen members of the crew and one passenger were drowned.

This feat was followed by an attack upon the passenger steamer *Falaba*, bound from Sierra Leon to Liverpool. The passenger boat was given five minutes to get her passengers and crew into the boats, but almost as soon as the warning was given and before the five minutes had expired, a torpedo was fired, striking the *Falaba* beside the engine room. The steamer filled and sank within ten minutes.

Many of the crew were killed in the explosion, while four of the passengers were killed at the same time.

Trawlers picked up fifty-two of the first-class and thirty-four second-class passengers and forty-nine members of the crew. The remainder of the total of 151 passengers are missing, as well as forty-three members of the crew. Among the missing is the captain.

CHILDREN LEFT TO DROWN
When the *Falaba* went down and more than a hundred men, women and children were struggling in the water, the submarine offered no assistance and the drowning persons went down, one by one.

The *Falaba* was a vessel of 3011 tons. The *Agula* was only of 1204 tons.

The Dutch steamer *Amstel*, a small craft, bound from Rotterdam to Goole, England, struck a mine in the German field and foundered. A Yorkshire trawler rescued the crew and brought them ashore.

CHINESE MINISTER WILL BE RECALLED

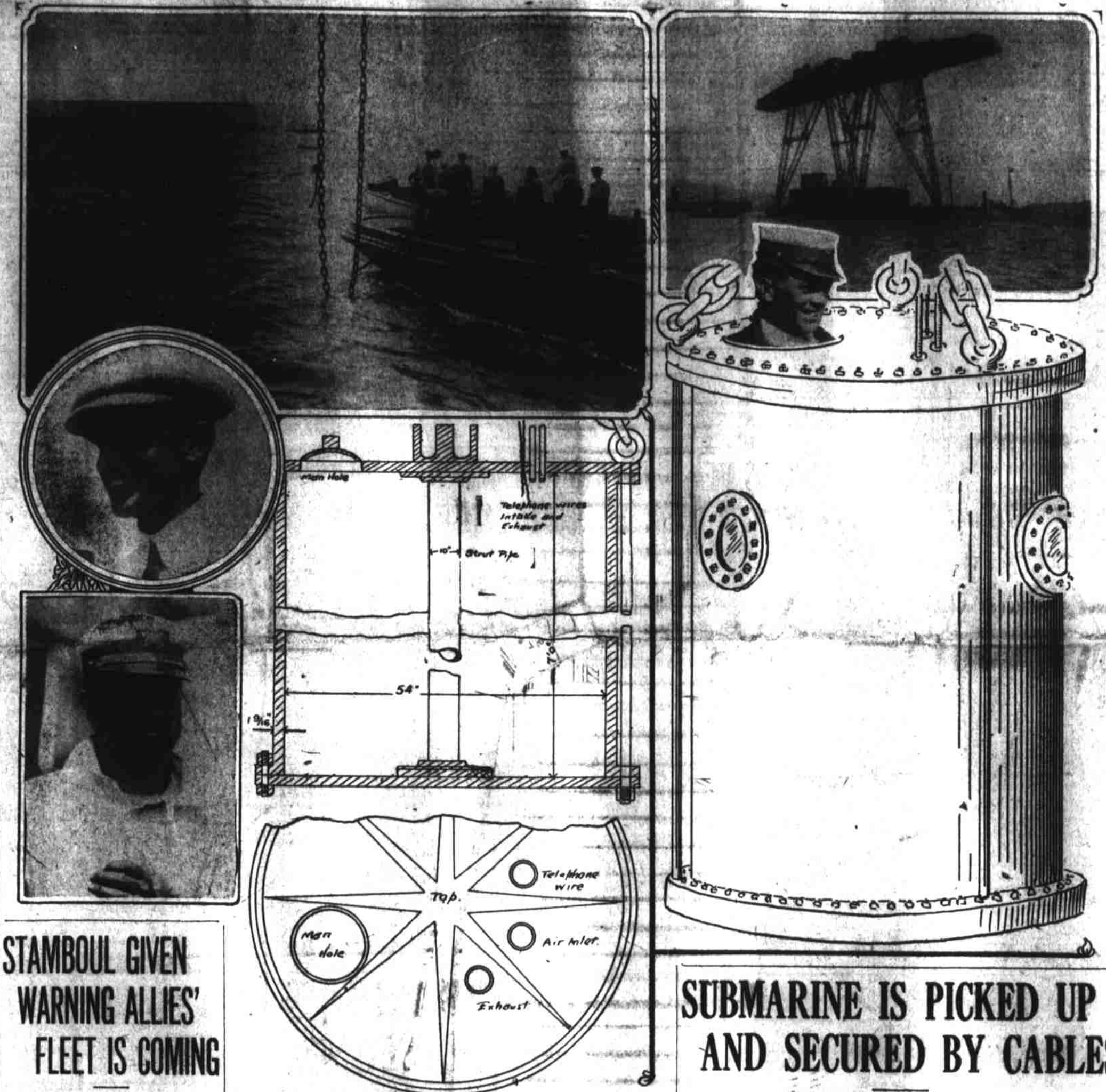
President Yuan Thinks That Change Should Be Made at Embassy in Washington

(Special Cable to the Chinese Liberty News.)

Peking, March 29 (via San Francisco).—President Yuan Shih-kai has determined on the removal of Mr. K'ai Foh, Chinese minister to the United States, and in his place will send to Washington either Loong Dun Yin, former minister of foreign affairs under the Manchurian dynasty and minister of finance last year under Yuan Shih-kai, or Wong Hoi Mun.

Chinese in Honolulu had no knowledge yesterday of what the transfer of ministers at Washington might foreshadow, except as the record of Loong Shih-kai was seeking more pliable representatives abroad. Wong Hoi Mun, the other candidate, was unknown to them.

ILLUSTRATING Salvaging Operations to Recover Lost Submarine F-4—Buoy Half Way Between Suspended Chain (Upper Left) and String of Small Boats in Distance Marks Location of Submarine; 150-Ton Crane To Be Used in Hoisting Undersea Craft; Henry G. Plummer Superintendent Hawaiian Dredging Company, and (Below) Lieut. Charles E. Smith, U. S. Navy, Commanding First Submarine Division; Upper Middle Drawing Shows Longitudinal Section of Diving Bell and Lower Middle Drawing a Cross Section of Cylinder: Drawing at Right Shows Exterior of Diving Bell, Head Protruding From Manhole Being That of Naval Diver Agraz, Who Will Go Down Into Sea in Contrivance



STAMBOUL GIVEN WARNING ALLIES' FLEET IS COMING

(Associated Press by Federal Wireless.)

LONDON, March 30.—The Chronicle today publishes a dispatch from its correspondent in the Balkans which states that the Turkish government has posted a proclamation in Constantinople, notifying the populace of an expected "visit" from the British and French fleets. This visit, the proclamation states, has "no political significance."

RUSSIAN FLEET ACTIVE

Reports that the defense of the Dardanelles was in desperate plight and could not hold out much longer have been emphatically denied from Berlin. Last week came word that the Turkish fleet had determined to sail forth into the Black Sea and give battle to the Russian fleet. That determination must have been reconsidered, for the Russian fleet yesterday began a bombardment of the fortifications guarding the entrance from the Black Sea to the Bosphorus, without a challenge from the Turkish warships.

FOES ON BOTH SIDES

The fleets of three nations are now blasting their way toward Constantinople from opposite directions—from the Aegean, the great allied fleet of England and France, and from the Black Sea the Balkans.

In the Dardanelles, the Allies are still resting on their oars—holding the advance already made while waiting for reinforcements of men and ships to replace those already lost, and keeping up a long range bombardment of the Turkish fortifications, beyond the reach of the Turks' guns, but not yet pressing forward in the massed attack which it has been said they contemplate. Sweeping for mines continues uninterruptedly.

DIVING-BELL FOR AGRAZ MADE TO AID IN SEARCH OF SUBMARINE

Daring Son of Neptune May Descend To Depth of Three Hundred Feet

JACK AGRAZ will know just what to expect when he enters the big black diving bell to go almost 300 feet into the waters of the sea. He has been 215 feet under water with only a helmet to protect his head and to give him air, and with nothing whatever to protect his chest and ease the enormous pressure on his lungs. Since the bell will be able to withstand the terrific force of the ocean, ordinary atmosphere pressure will be maintained within. Except for the eerie feeling and the confinement within his little cage, seven feet high and fifty-four inches wide, Agraz will be under no extraordinary conditions whatever.

Standing in his bell, he will peer out his four glass portholes into the green sea water. Beyond him, shining through the depths and flickering, probably, amid coral branches and the age-old accumulations of the ocean floor, will be powerful electric lights, which will illuminate the bottom and show the gray shape of the stricken F-4 shrouded in its grave.

WORK ON BELL RUSHED
Work was rushed all day yesterday on the bell at the Honolulu Iron works,

and the men were prepared to work at top speed until it was completed. Despite the rush, however, everything was done with exquisite care—for example, glass plates for the portholes were subjected to pressures of between four and five tons.

The bell is seven feet long inside and fifty-four inches wide, weighs six tons and has 113 cubic feet of space. It is of first-grade cast iron, one and nine-sixteenths inches thick. There are flanges on each end of the pipe, which was brought from Pearl Harbor Sunday evening and taken to the iron works.

Circular iron plates were bolted firmly to top and bottom, great bolts being placed every three inches or so all around the bell. Canvas gaskets and white lead were used to seal the plates firmly, and all bolts were white-leaded.

Four Circular "Portholes"
Five feet from the bottom four circular holes, five inches in diameter, were cut at equal distances in the pipe. Holes were bored about them and curved brass fittings made. These were put into place carefully and bolted on, being made water-tight.

(Continued on Page Three)

SUBMARINE IS PICKED UP AND SECURED BY CABLES

Tugs Navajo and Makaala Snare F-4 With Steel Ropes While Sweeping Fairway

CABLES ENCIRCLE ENDS OF THE F-4 Diving-Bell To Be Ready For Use Today

LAST night at ten-thirty o'clock, Lieut. Charles E. Smith, commanding the first submarine division of the Pacific fleet, and in charge of the salvaging of the lost submarine F-4, announced that he now had a cable around each end of the seawasp and that the work of securing the sunken craft was progressing in a most satisfactory manner.

C. W. Parks, civil engineer, in charge of the construction of the diving bell to be used in connection with the raising of the lost craft, at the Honolulu Iron Works, late last night predicted that the diving bell would be completed, tested and used in the salvaging operations some time today, but would chance no guess as to the hour.

Officers in charge would not express the belief that they had the missing submarine F-4 "snared." They would only say that they held in detention a great weight on the spot where the lost F-4 is supposed to lie with its complement of twenty-one men.

The "catch" was made late in the afternoon after ceaseless "sweeping" of the ocean bottom from shortly after dawn. After many disappointments, officers and men had not lost confidence.

(Continued on Page Nine)

THIS TIME NAVAL MEN FEEL SURE OF BURDEN

Sensational 'Catch' Is Moved Forty Feet After Midnight

Lieutenant C. E. Smith Expects To Keep Hold of Wasp

BULLETIN

ADMIRAL MOORE ADVISED THE ADVERTISER AT THREE O'CLOCK THIS MORNING THAT THE SUBMARINE HAD BEEN MOVED 300 FEET INSHORE.

AT 2:30 o'clock this morning the dredge California and the tugs Navajo and Makaala were dragging the submarine F-4 from its former resting place on the bottom of the ocean toward shallow water.

Lieut. Charles E. Smith said he had secure lines around both the bow and stern of the craft and that only the breaking of the hauling cables would prevent the dragging of the submarine by some time this morning to such shallow water that divers could descend, and, working freely, make certain that the lines were absolutely secure.

MAY DRAG F-4 TO DRYDOCK
Lieutenant Smith stated this would require a drag of about one thousand feet, and added:

"I am positive if we can drag her that far we can drag her clear into the drydock."

This statement was made just after the lieutenant had given orders to the Alert to raise anchor and get out of the way, as she was directly in the route of the dredge and tugs.

IN MESH OF LINES
The diving craft was in the mesh of lines held both by the dredge and the Navajo. The Navajo did the dragging, while the dredge supported the sunken boat with its crane and kept its nose off the bottom as the dragging continued.

About midnight a great gush of oil swept over the surface of the water, which was undoubtedly from the submarine, and was thought to have been released by the sawing of the chains or cables into the oil tanks.

CAUGHT UP WHERE LOCATED

All on board the various crafts this morning were certain they had the F-4 and would have it in shallow water today.

The submarine was caught in the spot where it had been known to lie and which was again proven yesterday morning when the Navajo made a "strike" and when it pulled in the cable found it smeared with red paint, such as is used on the hulls of submarines.